



Pedestrian Bicycle Traffic Safety Advisory Committee

June 4, 2015

Agenda

- [1] Why update the Bicycle Master Plan
- [2] Bicycle Parking
- [3] The overall approach to the master plan
- [4] Advanced work on the
Shady Grove Life Sciences Center

First a thanks to the committee!

[1] Why Update the Bicycle Master Plan?

New Ways to Get Around



New Facilities – Buffered Bike Lanes



New Facilities – Bicycle Boulevards



New Facilities – Separated Bike Lanes

15th Street Cycle Track, DC



New Facilities – Separated Bike Lanes

1st Street Cycle Track, DC



New Facilities – Separated Bike Lanes

Two-Way Cycle Track, Calgary

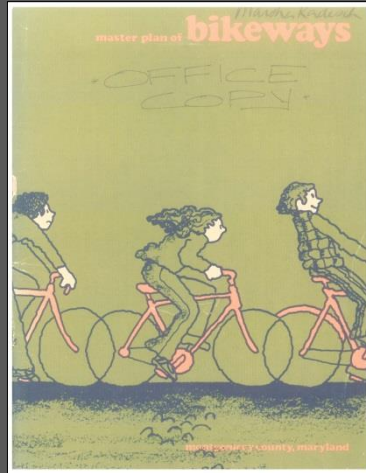


New Bicycle Storage Facilities

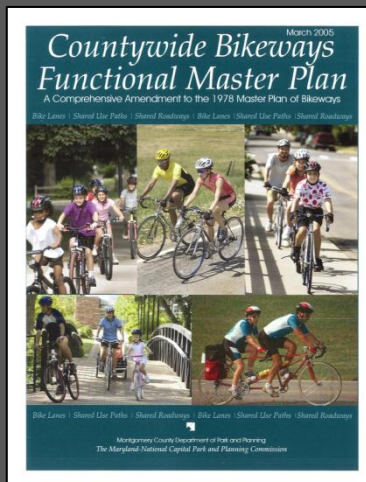


Consolidate Bike Recommendations

Functional Plans



1978 Master Plan of Bikeways

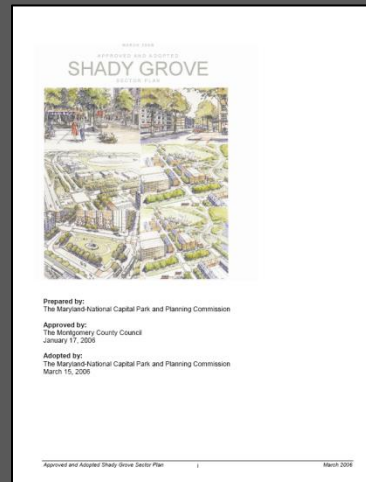


2005 Countywide Bikeways
Functional Master Plan

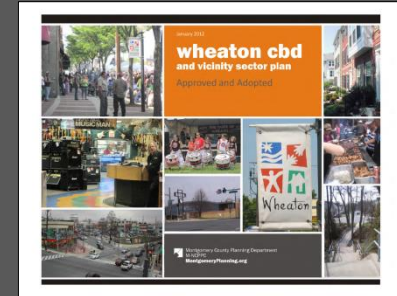
Area Master Plans



GSSC (2010)



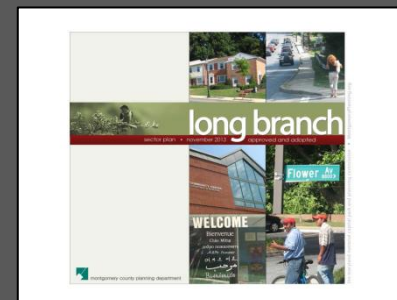
Shady Grove (2006)



Wheaton CBD (2012)



White Flint (2010)



Long Branch (2013)

Traditional User Groups



Commuters



Recreation

New User Groups



Commuters
Running Errands
Going to School
Accessing Transit
Entertainment
Recreation



New Understanding of User Groups

Four Types of Transportation Cyclists



Strong and Fearless (~1%)



Enthusied and Confident (~10%)

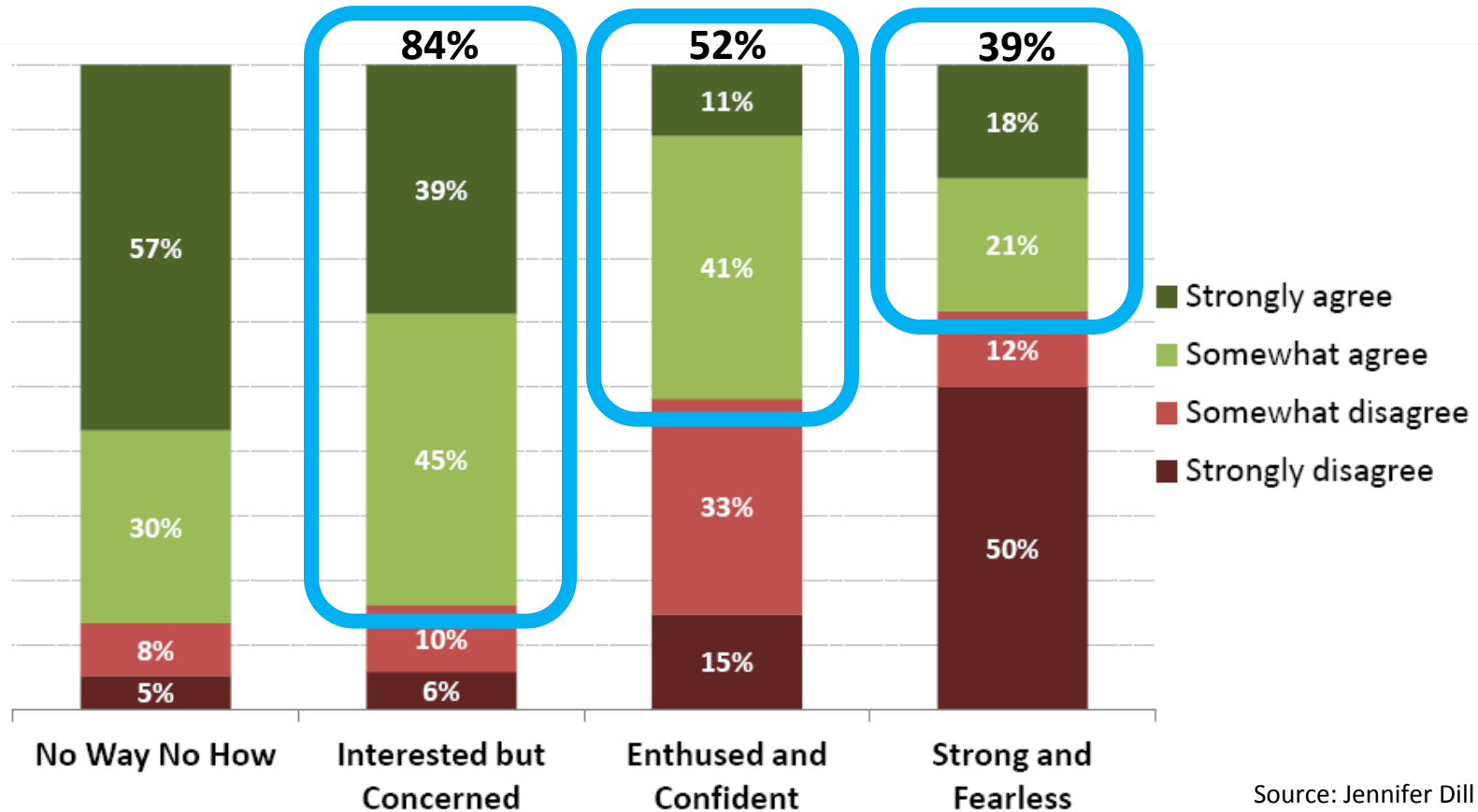


Interested but Concerned (~60%)

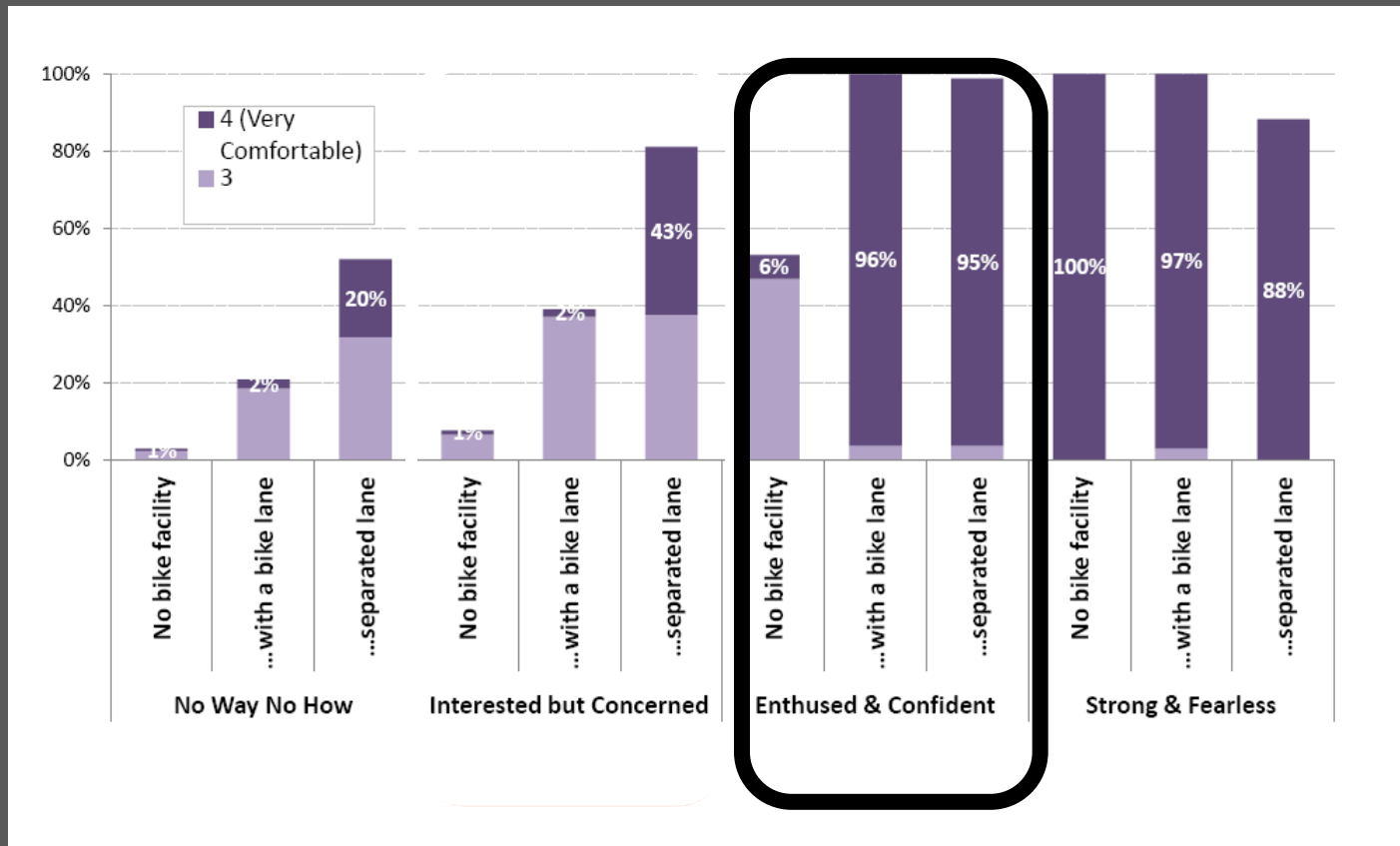


No Way, No How (~30%)

“...when I ride a bike, I’m concerned about being hit by a motor vehicle...”

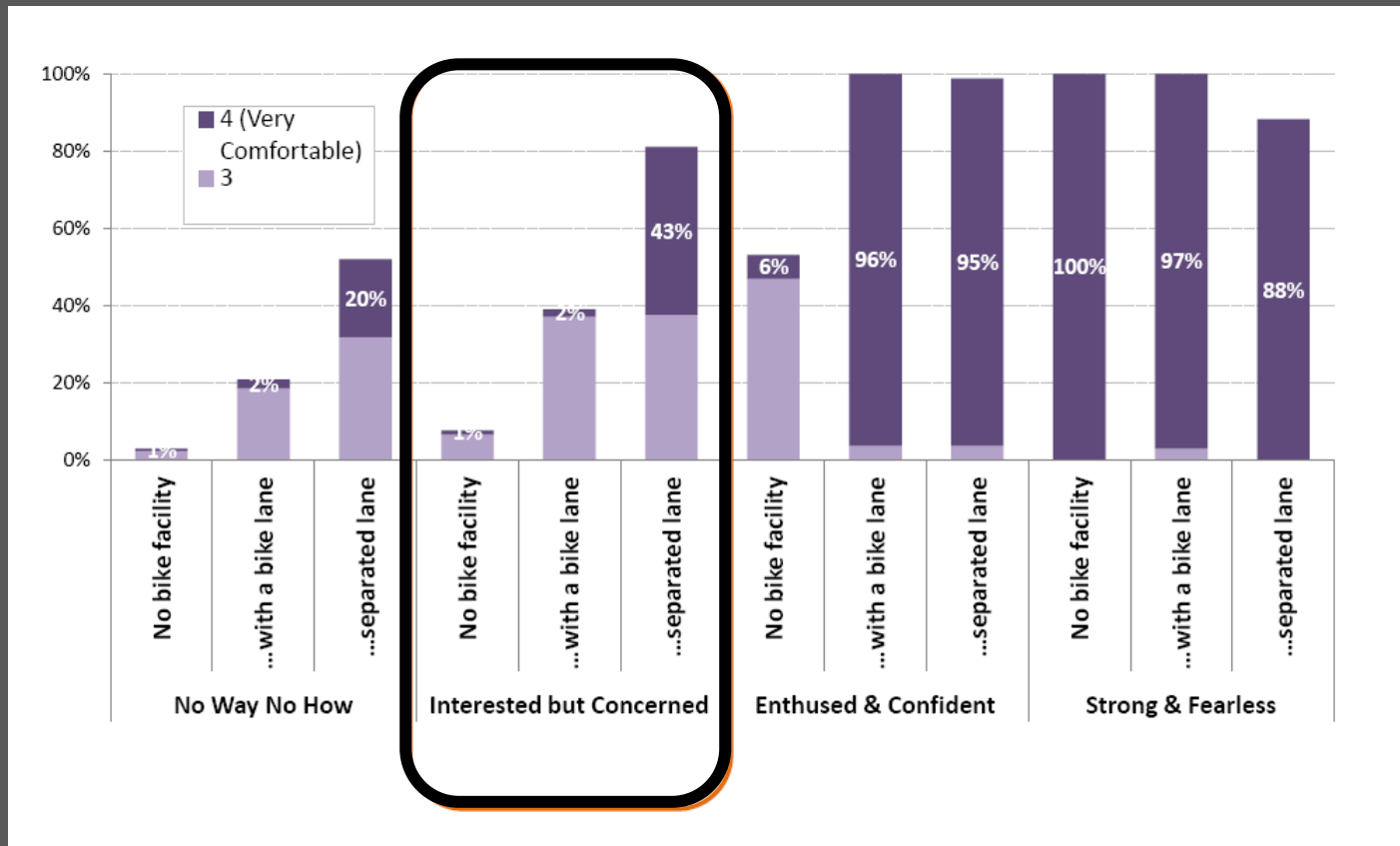


“I’m comfortable riding on a 4-lane Road with a 30 mph speed limit”



“Enthused and Confident” group is comfortable riding on arterial roads with bike lanes

“I’m comfortable riding on a 4-lane Road with a 30 mph speed limit”



“Interested but Concerned” group requires buffered bike lanes or cycle tracks on arterial roads

Approach

All roads are part of the bike network...

...but some need bicycle facilities to make them bikeable by the general population

Higher Stress



Lower Stress

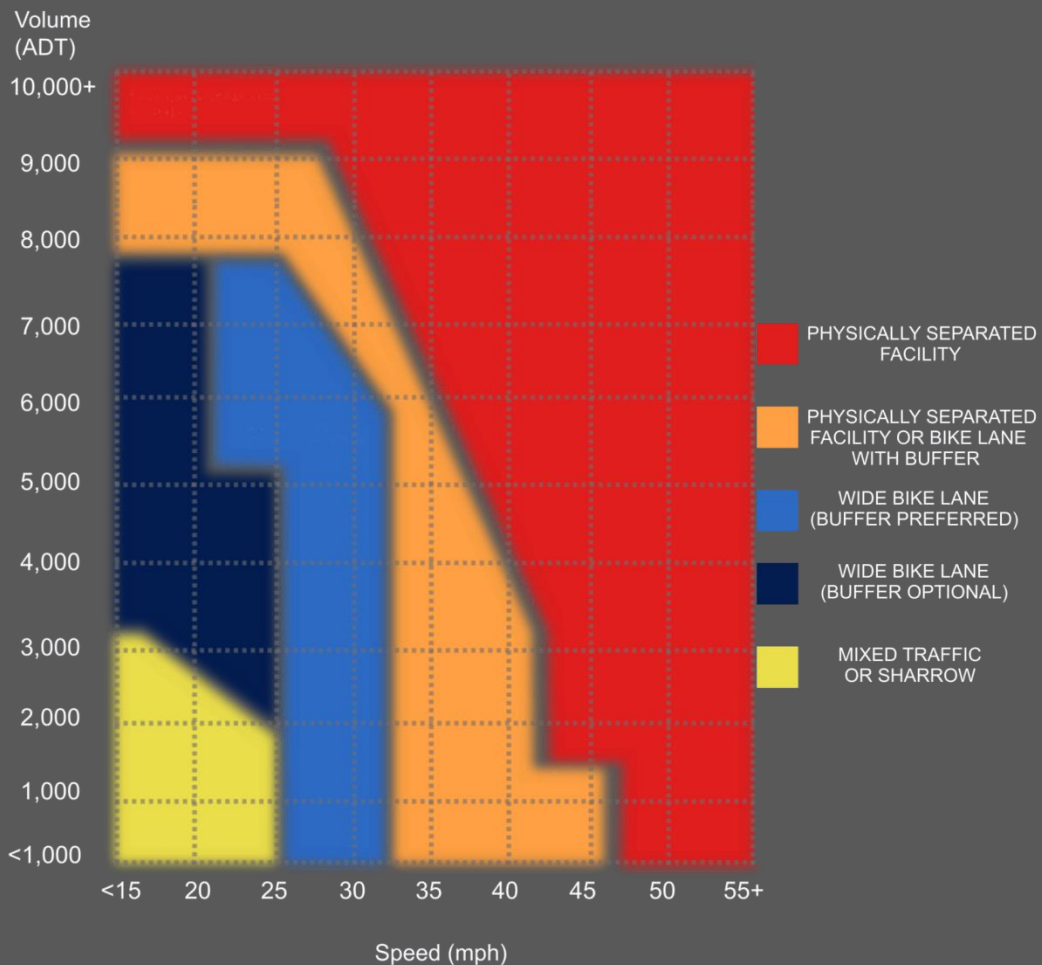


How Do We Know Our Plans Need to Change?

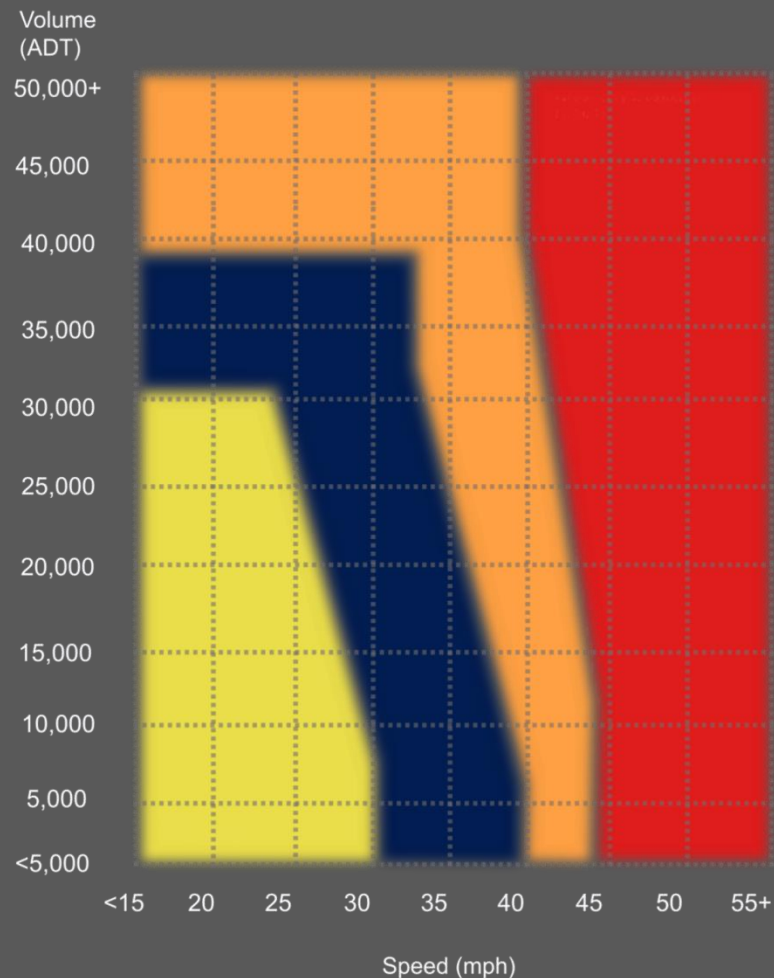
- Cyclists are concerned about traffic speed, not just traffic volume
- Shared use paths not typically appropriate in areas with high pedestrian volumes

Speed and Volume Charts

INTERESTED BUT CONCERNED



CONFIDENT CYCLISTS



Great Seneca Highway (south of I-270 ramp)
Speed: 50 mph Volume: 29,000



Speed: 50 mph Volume: 29,000

Speed (mph)

Omega Drive (north of Key West Ave)

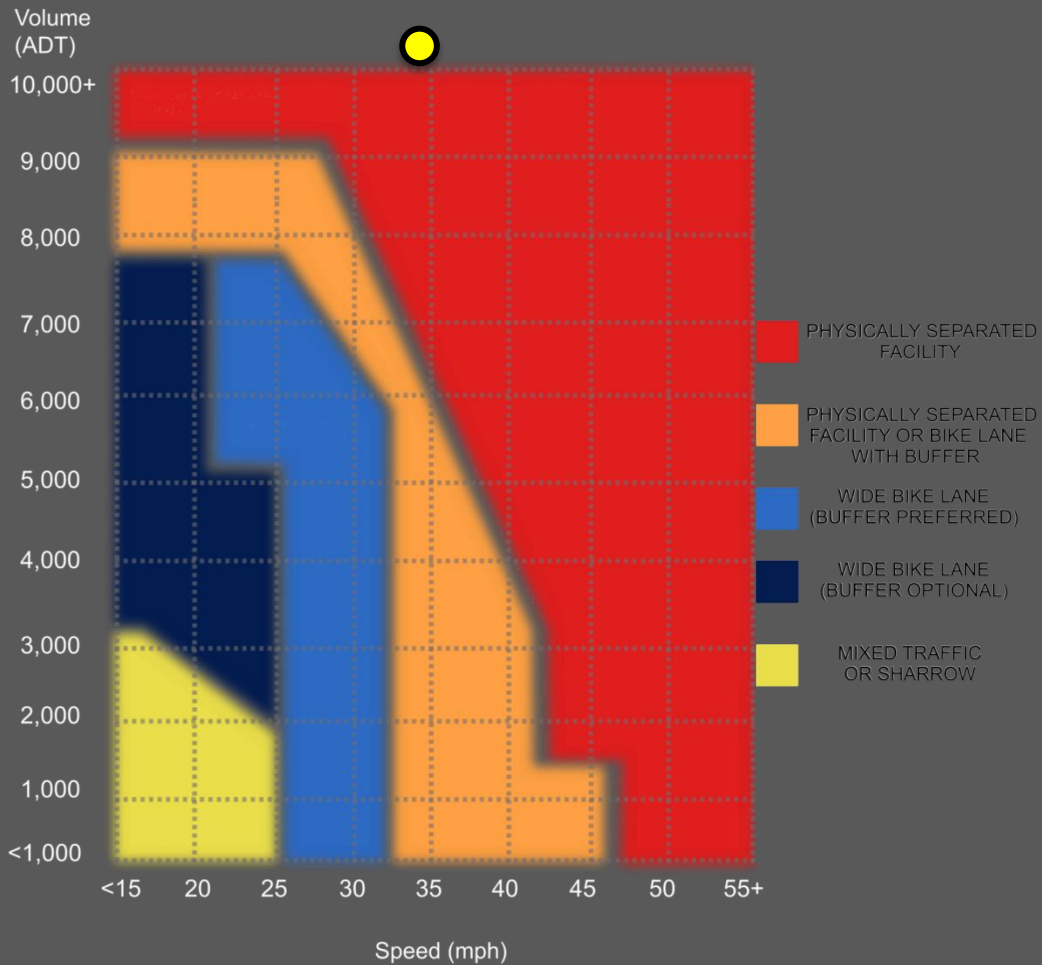
Speed: 35 mph Volume: 10,500



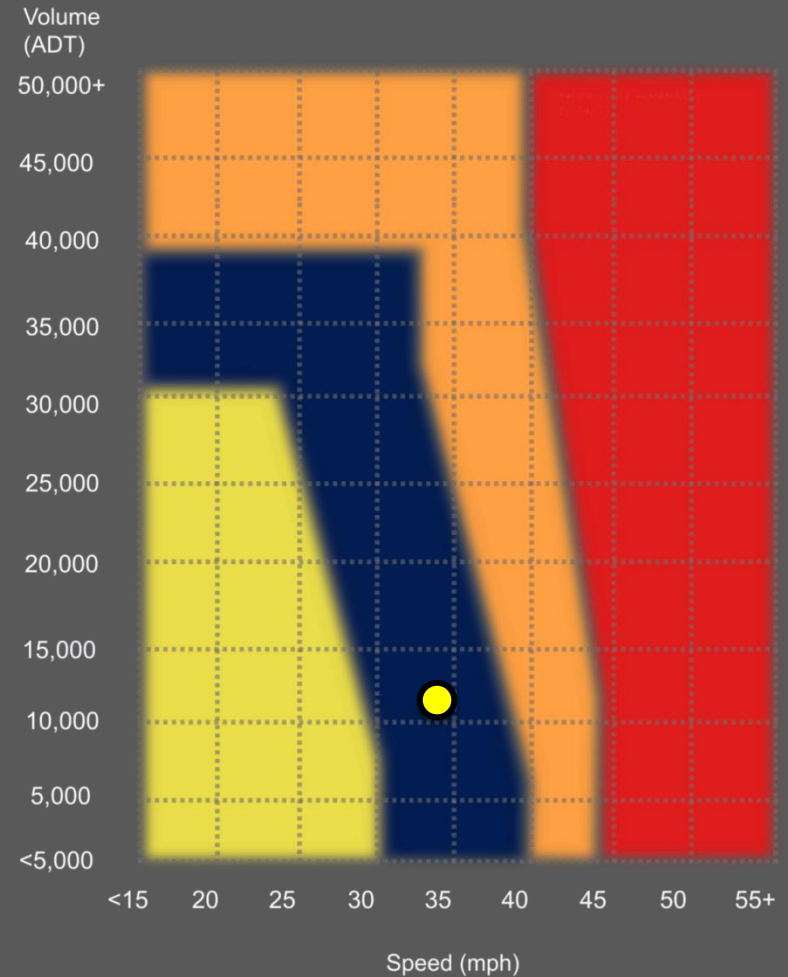
Omega Drive (north of Key West Ave)

Speed: 35 mph Volume: 10,500

INTERESTED BUT CONCERNED



CONFIDENT CYCLISTS



Dufief Mill Road (south of Muddy Branch Road)

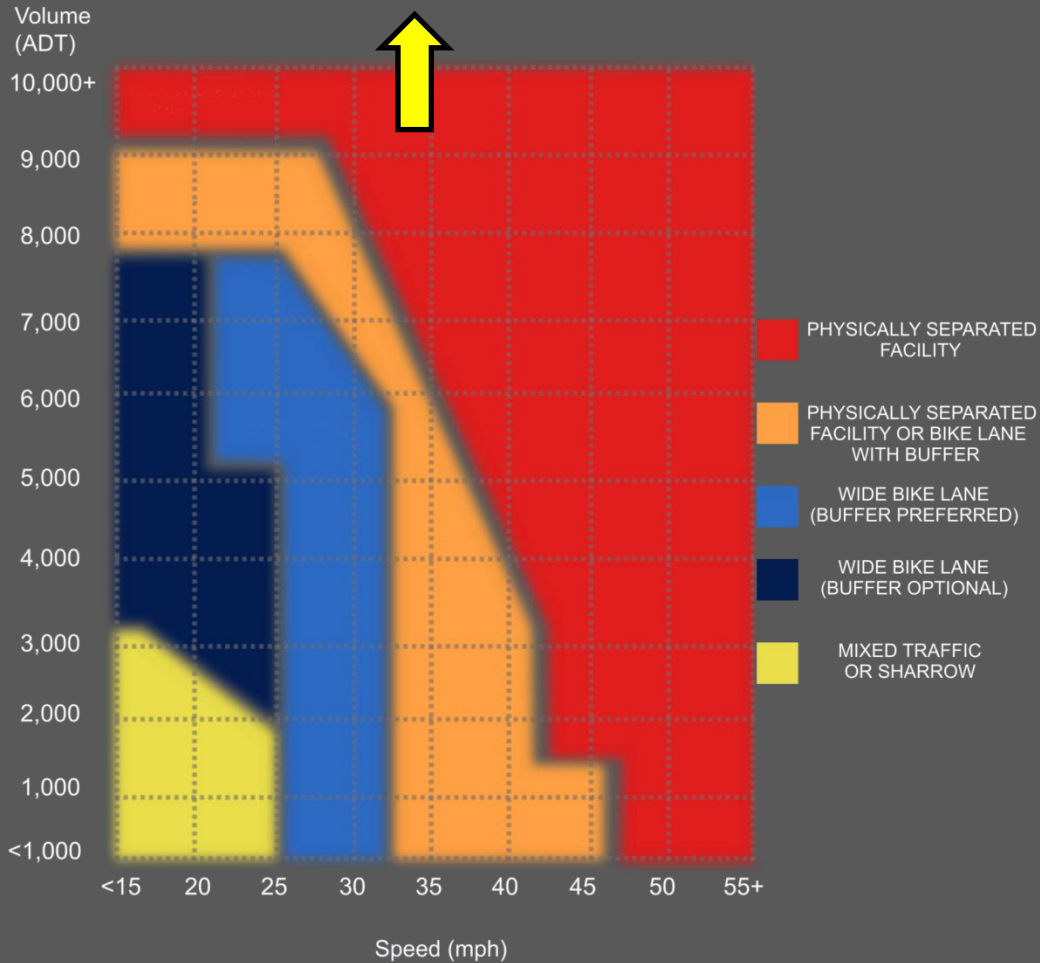
Speed: 35 mph Volume: 12,500



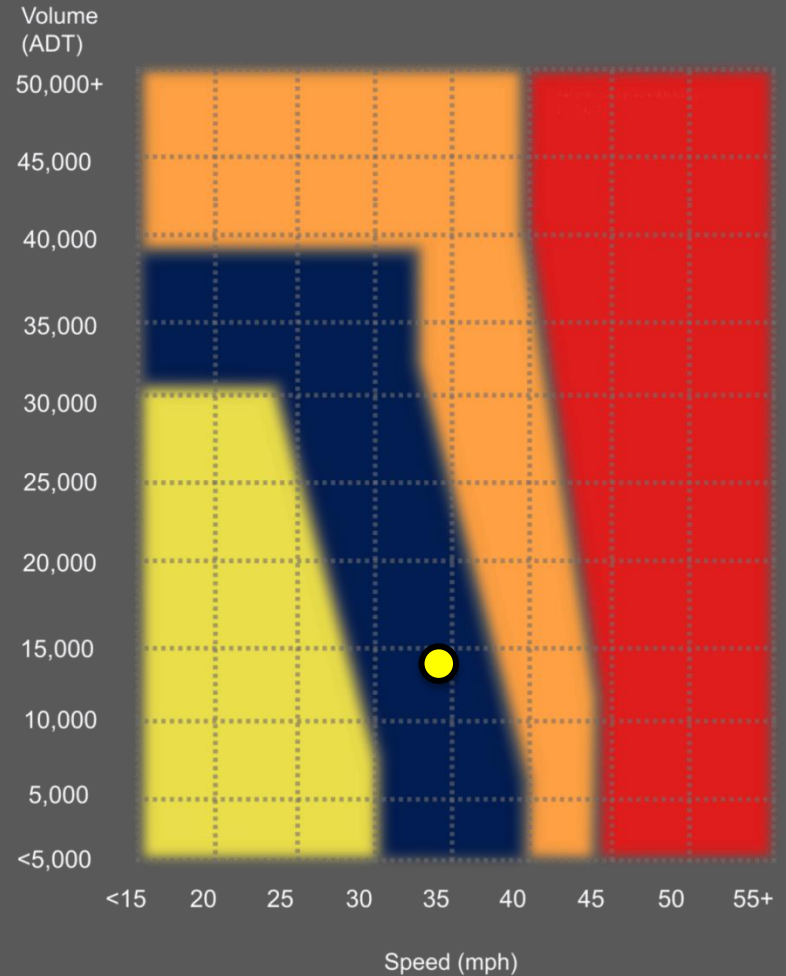
Dufief Mill Road (south of Muddy Branch Road)

Speed: 35 mph Volume: 12,500

INTERESTED BUT CONCERNED



CONFIDENT CYCLISTS



What are Causes of Stress When Riding a Bike?

- High traffic volumes
- High traffic speeds
- Frequent parking turnover
- Crossing major roads without a signal
- Bike lane ends

Level of Traffic Stress



- High stress, suitable for 1% of the population
- Equivalent to bicycling in traffic on 40+ mph roads



- Moderate stress, suitable for 10% of the population
- Equivalent to bicycling on 4-lane roads w/ bike lanes



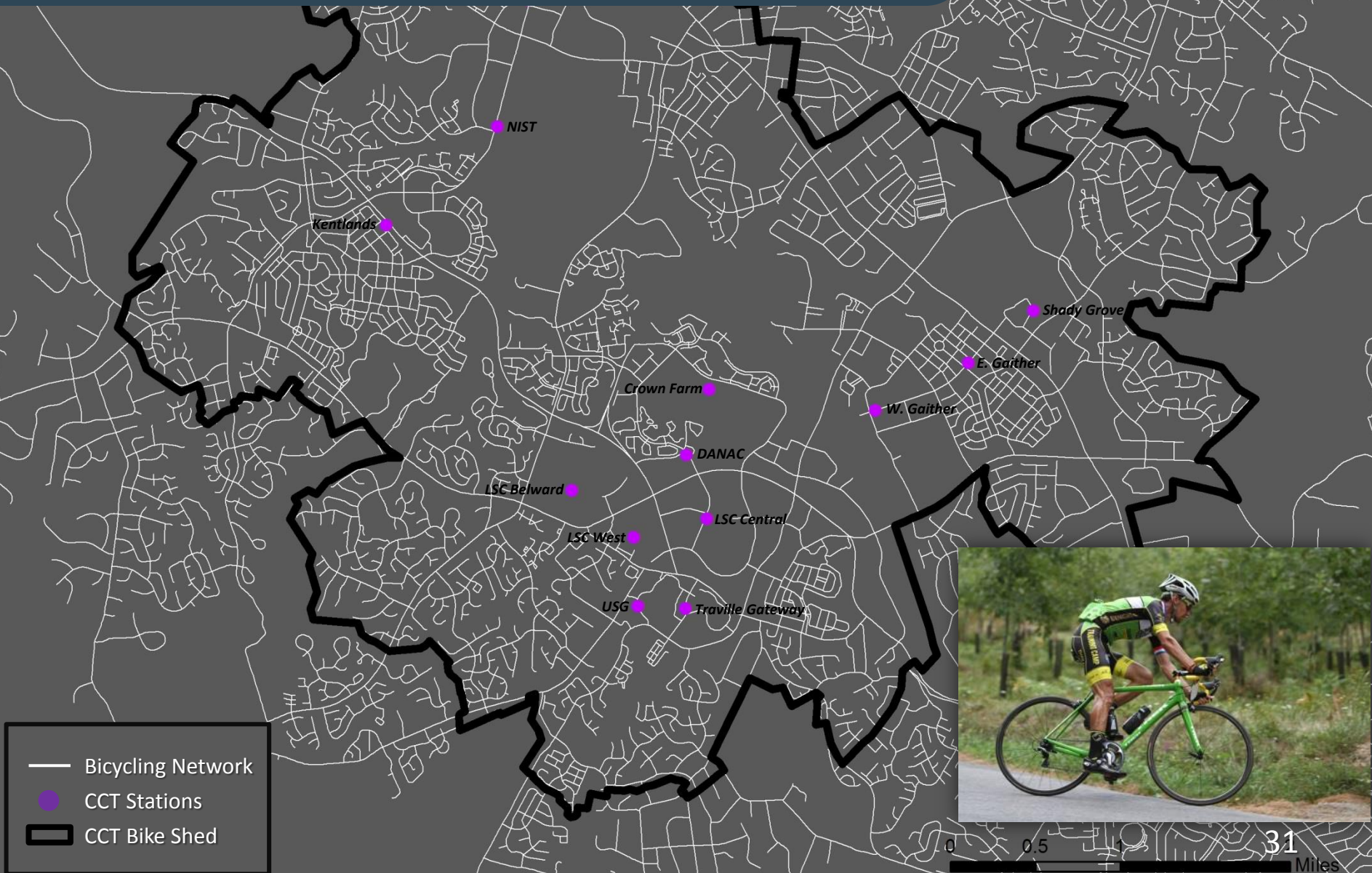
- Low stress, suitable for 60% of the population
- Equivalent to low-volume / low-speed roads



- Very low stress, requires little attention
- Equivalent to neighborhood roads, cycle tracks, trails

Network for Cyclists

Tolerating High Stress



Network for Cyclists

Tolerating Moderate Stress



Network for Cyclists

Tolerating Low Stress



[2] Bicycle Parking

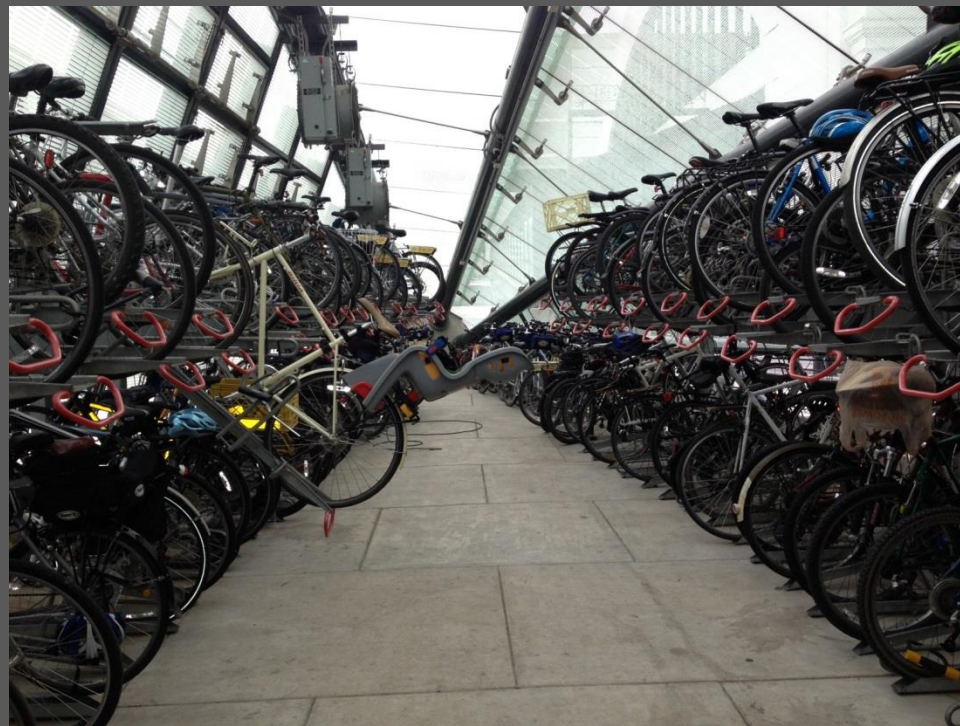
Traditional Bicycle Storage



Traditional Bicycle Storage



Union Station Metro Station District of Columbia



Holds 100+ bicycles. Full nearly every day.

Wiehle Reston East Metro Station Fairfax County, Virginia



Holds 200+ bicycles. 2.5% of boardings!

College Park Metro Station Prince George's County, Maryland



Holds 150+ bicycles. Use is growing.

Berkeley BART Station Berkeley, California



Holds 268 bicycles. Full nearly every day.

- Develop goal-based demand estimates for:
 - Red Line Stations (ex 3.5% of AM boardings by 2030)
 - Future Corridor Cities Transitway Stations
 - Future Purple Line Stations
- Recommendations
 - Bicycle storage facility location
 - Bicycle storage facility size (sq ft)

[3] Overall Update to the Bicycle Master Plan

A World-Class Bike Plan

- Progressive
- Data Drive
- Holistic
- Opportunistic
- Engaging

| Focus on Corridor Cities Transitway | |
|-------------------------------------|---------------------------------------|
| April 1, 2015 | Start |
| April 20, 2015 | Public Kickoff Meeting |
| June 2015 | Public Meeting to Review Draft |
| July 2015 | Draft to Planning Board |
| Overall Update | |
| July 1, 2015 | Start Work |
| Sept 2015 | Planning Board Approves Scope of Work |
| March 2016 | Methodology Report to Planning Board |
| Nov 2016 | Staff Draft |
| February 2017 | Planning Board Worksessions |
| April 2017 | Planning Board Draft |
| Sept 2017 | Council Approval of Overall Update |

[4] Advanced Work on Shady Grove Life Sciences Center Area

What Are We Trying to Do?

- Develop consensus on a high-quality bike network
- Preserve the ability to create a high-quality bicycle network in White Flint and the Shady Grove Life Sciences Center, while the master plan is under development.



GSSC (2010)



White Flint (2010)

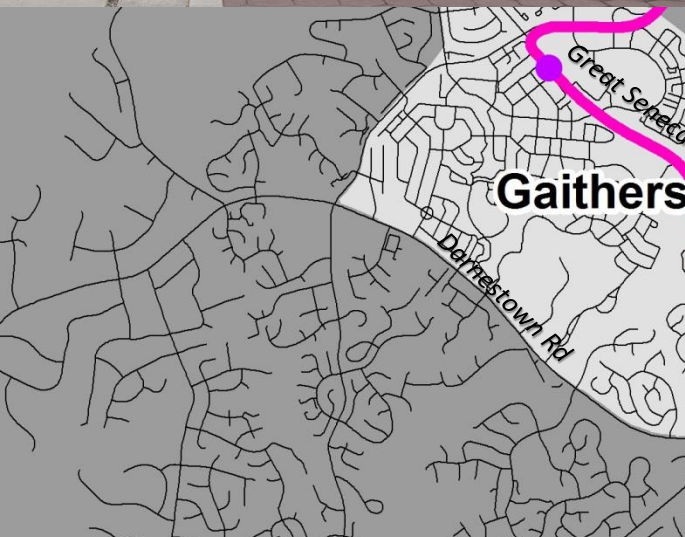
Great Seneca Science Corridor Implementation Advisory Committee

- Established by Planning Board in 2011
- Recommendation:

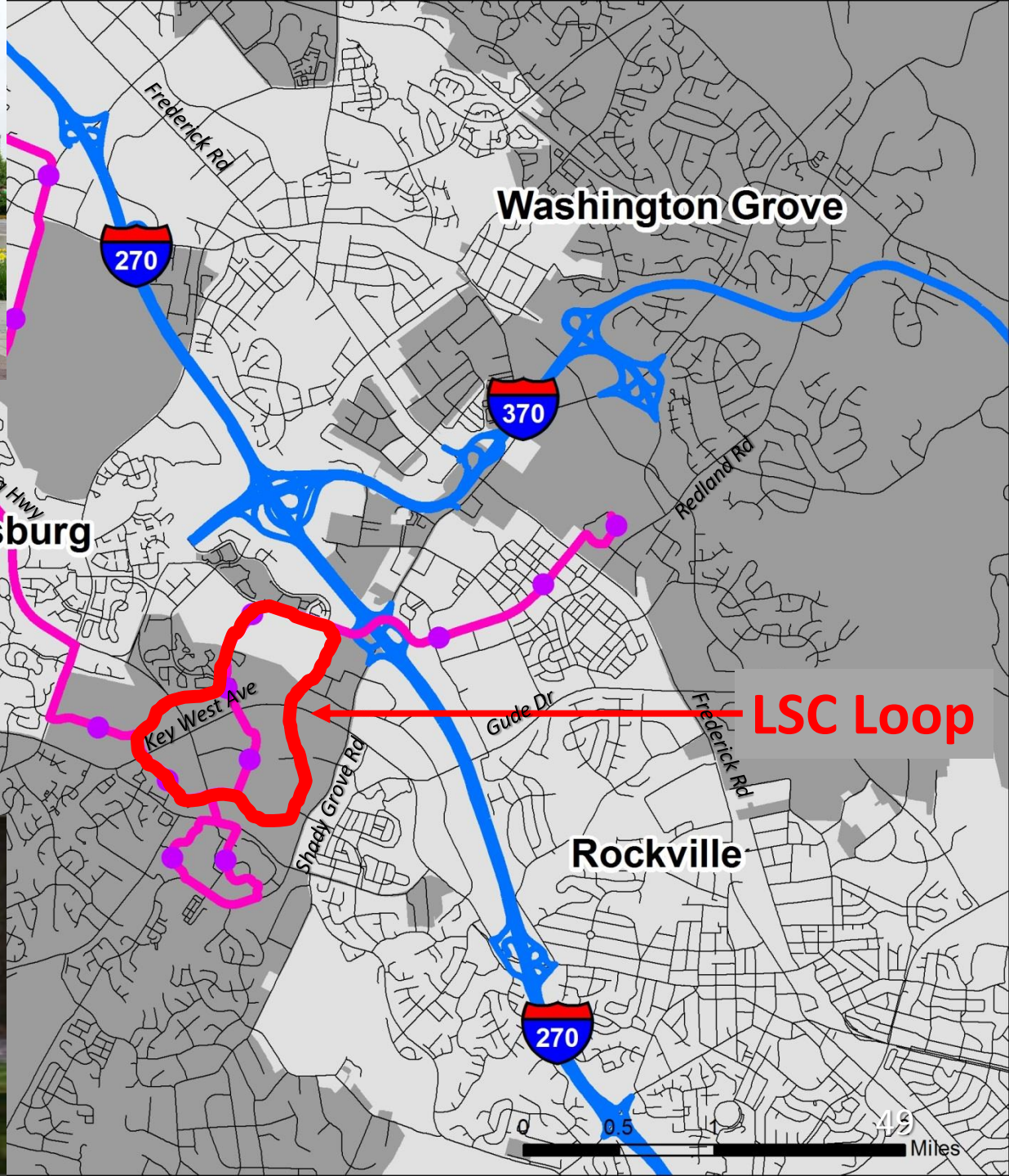
“develop a regional bikeway network plan to maximize the coordination, connectivity, and effectiveness of the regional bikeway systems in providing access to Phase 1 of the CCT stations and the communities they serve.”

Facilitate coordination with:

- Corridor Cities Transitway
- LSC Loop
- Development applications



On-Road with CCT





#mcbikeplan

Questions?

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